

Attachment E

DPS-ROW CONDITIONS OF APPROVAL

July 11, 2022

820220220 4910/4920 Strathmore

Contact: Sam Farhadi at 240 777-6333

We have reviewed site plan file:

“07-SITE-820220220-003.pdf V2” uploaded on/ dated **“6/28/2022”**.

As there seems to be minimal impact to the County ROW, we do not have any comment at this point.



DEPARTMENT OF HOUSING AND COMMUNITY AFFAIRS

Marc Elrich
County Executive

Aseem K. Nigam
Director

September 20, 2022

Tamika Graham, Planner III
Mid-County Planning Division
Montgomery County Planning Department
2425 Reedie Drive
Wheaton, Maryland 20902

Re: 4910 / 4920 Strathmore
Site Plan No. 820220220 and Preliminary Plan No. 120220160

Dear Ms. Graham:

The Montgomery County Department of Housing and Community Affairs (DHCA) has reviewed the above referenced plan and recommends Approval.

The development will provide 15% MPDUs of the total single family (attached and detached) units to be provided.

Sincerely,

Somer Cross, Manager
Affordable Housing Programs Section

Division of Housing

Affordable Housing

Common Ownership Communities

Landlord-Tenant Affairs

Multifamily Housing

1401 Rockville Pike, 4th Floor • Rockville, Maryland 20852 • 240-777-0311 • 240-777-3691 FAX • www.montgomerycountymd.gov/dhca

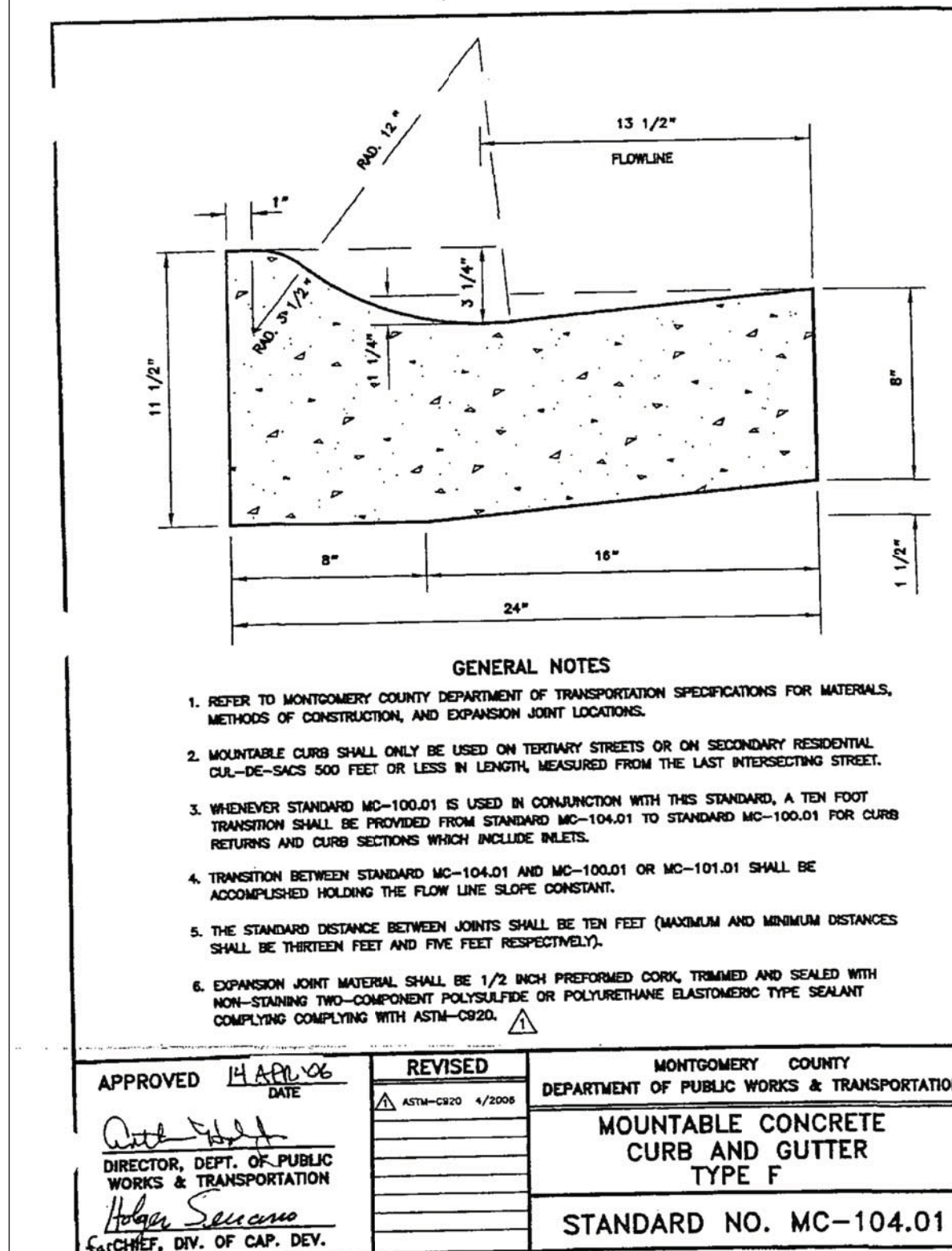
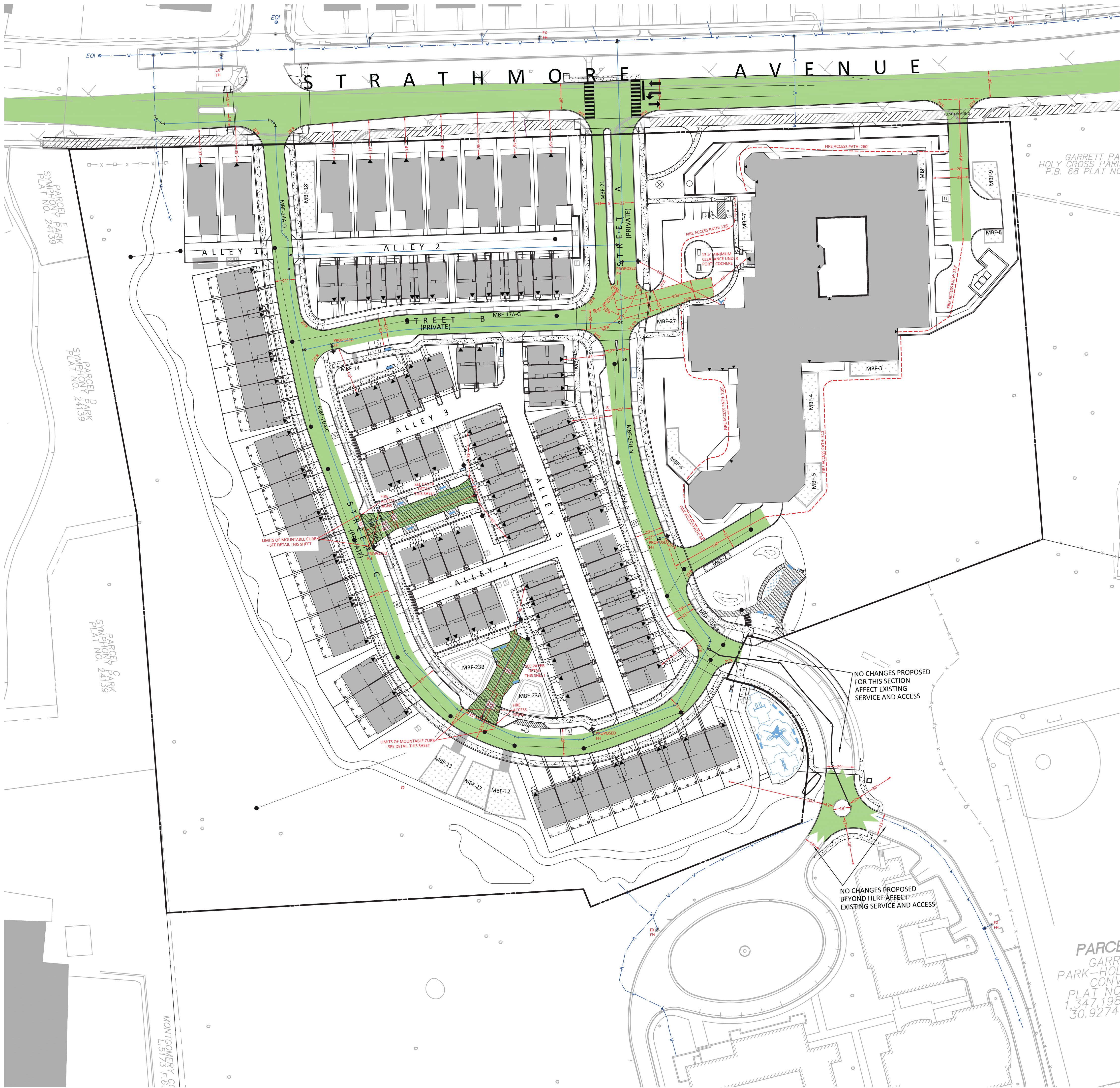


Department of Permitting Services
Fire Department Access and Water Supply Comments

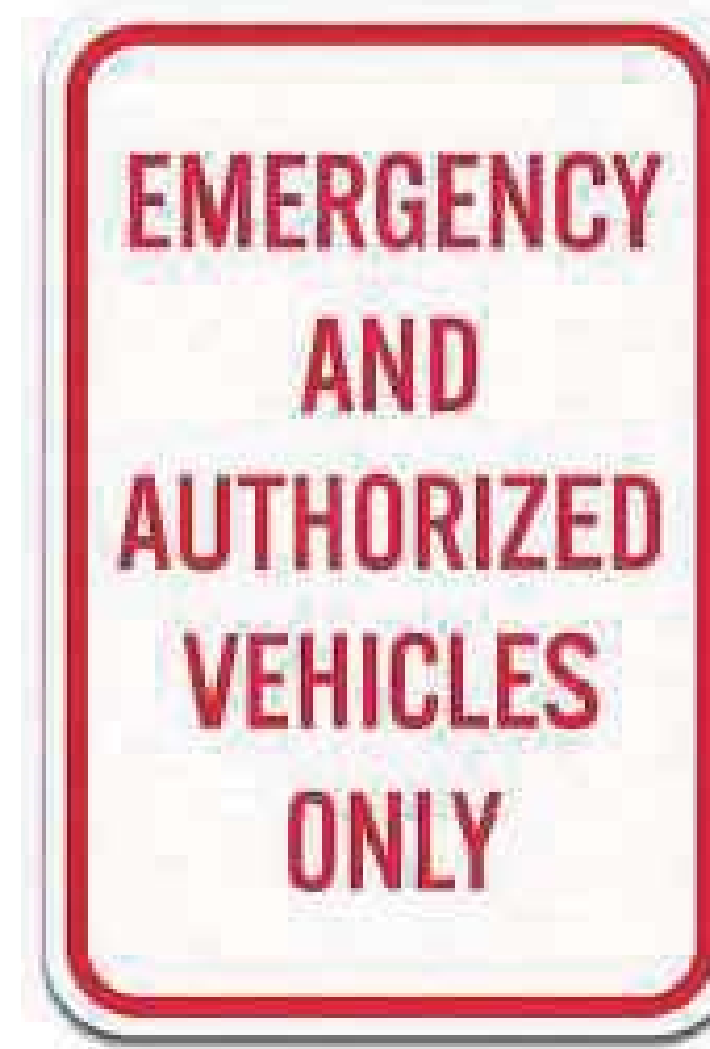
DATE: 09-Sep-22
TO: Jason Evans
VIKA, Inc
FROM: Marie LaBaw
RE: 4910/4920 Strathmore
120220160 820220220

PLAN APPROVED

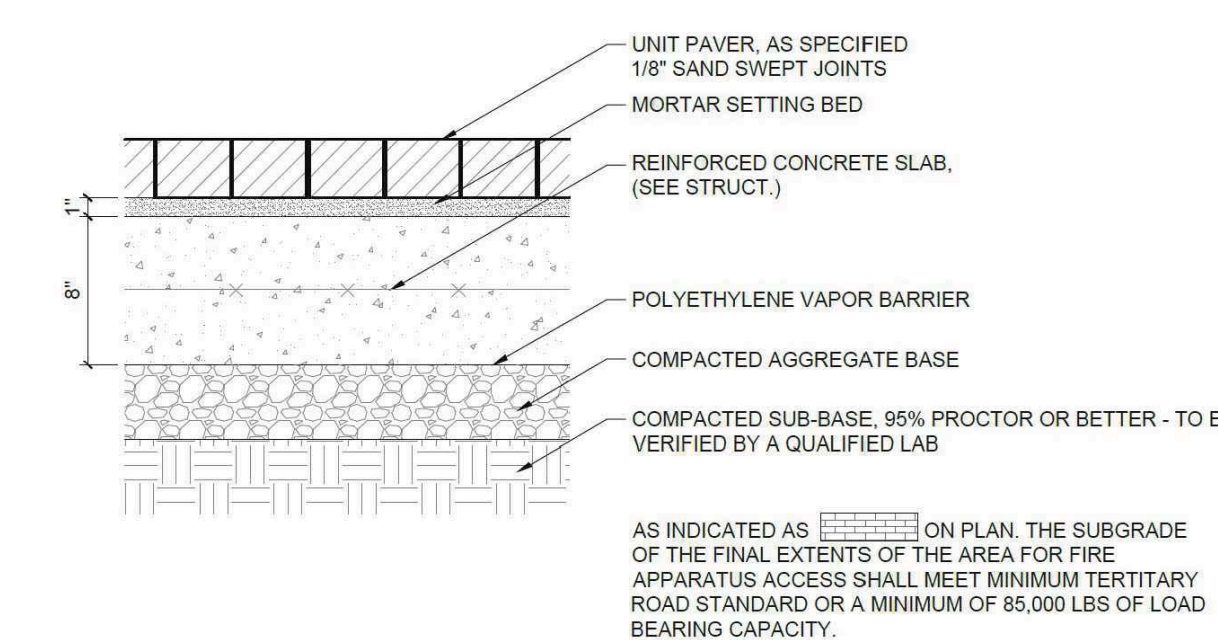
1. Review based only upon information contained on the plan submitted **07-Sep-22** .Review and approval does not cover unsatisfactory installation resulting from errors, omissions, or failure to clearly indicate conditions on this plan.
2. Correction of unsatisfactory installation will be required upon inspection and service of notice of violation to a party responsible for the property.



1 MOUNTABLE CURB DETAIL FOR FIRE ACCESS VEHICLE
NOT TO SCALE



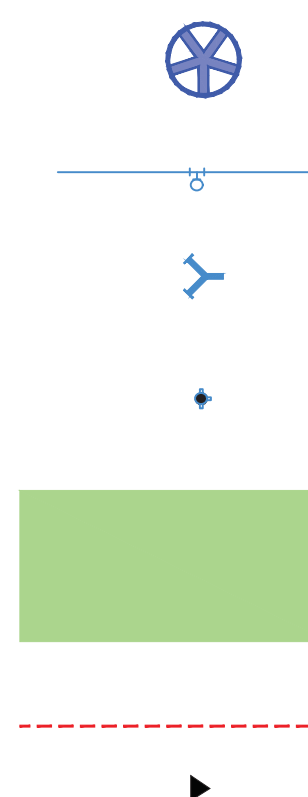
2 FIRE ACCESS SIGN
NOT TO SCALE



5 UNIT PAVING - VEHICULAR

*** All fire department vehicular access surfaces and subgrades shall meet minimum MCDOT tertiary road load bearing capacity ***

LEGEND



MAIN ENTRANCE

WATER LINE AND FITTING

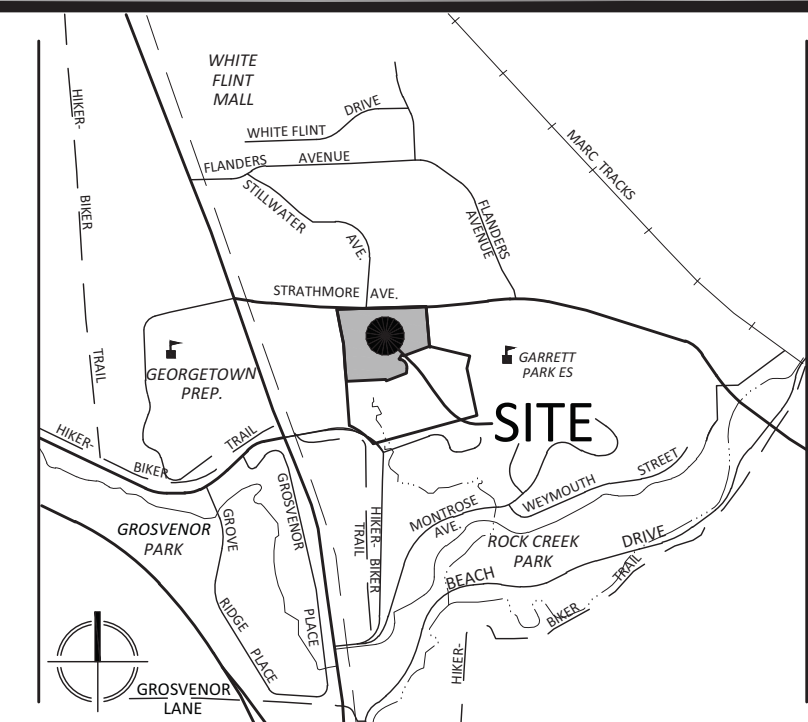
FIRE DEPARTMENT CONNECTION

PROPOSED FIRE HYDRANT

FIRE ACCESS PATH

FIRE ACCESS FOOT PATH

BUILDING ENTRY



VICINITY MAP
SCALE: 1" = 2,000'



VIKA MARYLAND, LLC
20251 Century Blvd., Suite 400
Germantown, MD 20874
301.916.4100 | vika.com
Our Site Set on the Future.

PREPARED FOR:
SAH HOMES ASSOCIATES LLC
& BL STRATHMORE LLC
4800 HAMPDEN LANE
SUITE 300
BETHESDA, MD, 20814
301.634.8653
ADAM HAYES
AHAYES@EYA.COM

ATTORNEY:
MILES & STOCKBRIDGE,
P.C.
301.517.4804
ERIN E. GIRARD

ARCHITECTS:
SAH HOMES ASSOCIATES
LLC
301.634.8650
JACK McLAURIN

MEYER DESIGN, INC.
610.389.7358
MARK KUBERSKI

LANDSCAPE ARCHITECT:
LAND DESIGN, INC.
703.549.7784
GABRIELA CAÑAMAR CLARK, PLA

TRAFFIC ENGINEER:
GOROVE SLADE
202.540.1927
KATIE WAGNER

ENVIRONMENTAL CONSULTANT:
JIM MORRIS
410.260.0290

DRY UTILITY CONSULTANT:
DAVIS UTILITY
703-887-5467
DAMIEN HICKS

[illegible]

4910/4920
Strathmore

1ST ELECTION DISTRICT
MONTGOMERY COUNTY,
MARYLAND
WSSC GRID: 213NW04,
213NW05, 214NW04,
214NW05
TAX MAP:HQ21

820220220

FIRE ACCESS PLAN

PROFESSIONAL SEAL



I HEREBY CERTIFY THAT THIS DOCUMENT WAS PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.

JASON A. EVANS, P.E. LICENSE NO. 26885
EXPIRATION DATE: JANUARY 30, 2025

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DRAWN BY: SG
DESIGNED BY: ID/IS

DATE ISSUED: 05/20/2022

VIKA
PROJECT VM50370

PROJECT VV130370
DRAWING

NO. _____

SHEET NO. FIRE-1



DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Christopher R. Conklin
Director

December 5, 2022

Ms. Tamika Graham, Planner III
Mid-County Planning Division
The Maryland-National Capital
Park & Planning Commission
2425 Reddie Drive
Wheaton, MD 20902

RE: Preliminary Plan No. 120220160
4910/4920 Strathmore Avenue
Preliminary Plan & Traffic Impact Study Letter

Dear Ms. Graham:

We have completed our review of the preliminary uploaded to eplans on August 23, 2022. A previous version of the plans were reviewed by the Development Review Committee at its July 19, 2022 meeting. We recommend approval of the plans subject to the following comments:

Significant Plan Review Comments

1. Strathmore Avenue (MD 547) is classified as an Arterial (A-272). Per the Master Plan of Highways and Transitways the minimum required right-of-way (ROW) is 80-foot. The applicant shall be responsible to construct a minimum 10-foot wide sidepath and related improvements including but not limited to curb and gutter along their frontage and east and west of their Strathmore Avenue site frontage. The sidepath shall connect into the sidepath along the west side. It shall also connect to the sidewalk east of the site.
2. **Storm Drain Study:** The distance to the nearest public storm drain system from study point outfall is 800-feet. Therefore, no improvements are needed to the downstream public storm drain system for this plan. We defer to MDSHA for runoff from the site draining to an existing downstream storm drain system maintained by MDSHA.

Office of the Director

101 Monroe Street 10th Floor · Rockville Maryland 20850 · 240-777-7170 · 240-777-7178 FAX

www.montgomerycountymd.gov

Located one block west of the Rockville Metro Station

3. **Private Roads:** The applicant proposes private roads and alleys for the proposed development. The applicant did not provide a justification for the private roads; however, MCDOT is supportive of the roads being made private. These roads are not adding any regional capacity to the network. The roads should meet MCDOT standards, modifying MC-2002.01 and MC-2002.02 cross section standards. This standard should include centerline radii not being less than 100 feet and all driveways meeting the sight distance. Private common driveways and private streets shall be determined through the subdivision process as part of the Planning Board's approval of a preliminary plan. The composition, typical section, horizontal alignment, profile, and drainage characteristics of private common driveways and private streets, beyond the public right-of-way, shall be approved by the Planning Board during their review of the preliminary plan.
4. Prior to approval of the record plat by MCDPS, the applicant will need to enter into a Traffic Mitigation Agreement with the Planning Board and this Department. The applicant should coordinate with Ms. Sandra Brecher, Chief of the Commuter Services Section. Ms. Brecher may be contacted at Sandra.Brecher@montgomerycountymd.gov or at 240-777-8380.
5. Prior to certified preliminary plan the stormwater management in the right-of-way must be approved by DPS.

Standard Comments

1. All Planning Board Opinions relating to this plan or any subsequent revision, project plans or site plans should be submitted to the Department of Permitting Services (DPS) in the package for record plats, storm drain, grading or paving plans, or application for access permit. Include this letter and all other correspondence from this department.
2. Since Strathmore Avenue (MD 547) is maintained by Maryland State Highway Administration (MDSHA), MCDOT does not have any jurisdiction other than the maintenance and operation of traffic signal and sidewalk/sidepath on state-maintained roadways. Per Montgomery County Code Chapter 50 Section 4.2, MCDOT shall provide recommendations about the subject property for the attention of the concerned agencies.
3. We defer to MDSHA for all access and improvements to Strathmore Avenue (MD 547) with the exception of traffic signals and sidepath. We also defer to MDSHA for the sight distance evaluation for all proposed intersection(s) and access point(s) along Frederick Road (MD 355).
4. Forest Conservation Easements are NOT ALLOWED to overlap any easement.

5. If the development is reconstructing or modifying any pedestrian facilities or traffic control devices/equipment (identified as “improvements”) at an intersection or along their site frontage, the developer will be responsible to upgrade or bring into compliance those facilities to the current standards. At or before the right-of-way permit stage, please contact Mr. Kamal Hamud of our Transportation Systems Engineering Team at (240) 777-2190 or at kamal.hamud@montgomerycountymd.gov for proper executing procedures. All costs associated with such improvements shall be the responsibility of the developer.
6. Stop sign locations, crosswalks and markings will be reviewed and completed during the signing and marking stage.
7. No steps, stoops, balconies or retaining walls for the development are allowed in county right-of-way. No door swings into county ROW.
8. The owner will be required to submit a recorded covenant for the operation and maintenance of any private storm drain systems, and/or open space areas prior to MCDPS approval of the record plat. The deed reference for this document is to be provided on the record plat.
9. Provide on-site handicap access facilities, parking spaces, ramps, etc. in accordance with the Americans with Disabilities Act.
10. All private streets and alleys should be located on their own separate parcel. Recorded covenant for the operation and maintenance of any private streets (including alleys), storm drainage systems, and/or open space areas.
11. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.
12. Trees in the County rights of way – spacing and species to be in accordance with the applicable MCDOT standards. Tree planning within the public right of way must be coordinated with DPS Right-of-Way Plan Review Section.
13. If the proposed development will alter any existing streetlights, replacement of signing, and/or pavement markings, please contact Mr. Dan Sanayi of our Traffic Engineering Design and Operations Section at (240) 777-2190 for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.

Traffic Impact Study

This revised study, dated August 23, 2022, was prepared by Gorove Slade Transportation Planners and Engineers. The applicant proposes to replace the existing vacant single-story retirement home with a residential subdivision and a residential care facility, consisting of a maximum of 10 single-family detached homes, 115 townhomes and a residential care facility with a maximum of 145 beds.

Access to the site is expected to occur via the three (3) proposed curb cuts along Strathmore Avenue (MD 547). The existing western curb cut, and driveway will be reconstructed to align with Stillwater Avenue and will serve mainly the residential subdivision. The central driveway will provide a new primary connection to the Academy of the Holy Cross. The eastern curb cut will provide access to the employee parking lot and loading facilities for the residential care facility.

We offer the following comments:

Adequacy Determination:

1. Per the 2020-2024 Growth and Infrastructure Policy adopted on November 16, 2020 (Council Resolution # 19-655) the following adequacy tests are required for the subject site:
 - a. The subject site is in the Red Policy Area (Grosvenor); therefore, the motor vehicle adequacy test **is not required**. A previously approved TIS for the Local Map Amendment did include analyzation of intersections.
 - b. Since the proposed site is within the Red Policy Area and will generate between 100-199 peak hour person trips, the pedestrian, bicycle, and transit adequacy tests are required since the development generates more than 50-peak hour trips for each adequacy.

Pedestrian System Adequacy:

1. **Pedestrian Level of Comfort (PLOC):** The applicant has stated that based on the PLOC review, approximately 2,488 linear feet of off-site pedestrian facilities do not meet PLOC adequacy standards. The applicant has outlined the identified deficiencies and improvements required to achieve an adequate PLOC score in Table 4 (Pg. 21). Since the PLOC is below the county standards, mitigation is required. Mitigation to the PLOC deficiency is a sidepath as described under the Bicycle System Adequacy section below. Specific improvements to be constructed are to be identified in consultation with Montgomery Planning and MCDOT. The details of design and construction will be included in the preliminary and/or site plan. All improvements should be completed prior to issuance of the last Use and Occupancy permit or building permit, whichever comes last.

2. Street Lighting: Based on the streetlight network review, approximately 608 linear feet of off-site streetlights do not meet adequacy standards. The segments of missing streetlight are identified in Figure 8 (Pg. 25). The applicant has listed the deficiencies and recommended the installation of 2 streetlights to achieve adequacy in Table 6 (Pg. 26). To satisfy the Pedestrian System Adequacy test, the applicant must upgrade the street lighting to meet applicable standards, or a fee in lieu, to be provided for the 750-foot radius studied section from the property.
3. ADA Compliance: The applicant has stated that six off-site curb ramps do not meet ADA adequacy standards. Per the LATR, the applicant must fix Americans with Disabilities Act (ADA) noncompliance issues.

Bicycle System Adequacy:

1. Based on the Bicycle System Adequacy review completed by the consultant, the following items do not meet adequacy standards:
 - a. Bike facilities are not present along Strathmore Avenue east and west of the site. Approximately 750 linear feet east of the do not have any bicycle facility. In addition, 80 linear feet west of the site do not have any bicycle facilities and an existing narrow pedestrian bridge that does not meet adequacy. The recommended improvements for these segments include:
 - i. Design and construction of a 10-foot wide sidepath connecting the eastern site boundary to the existing sidewalk in Garratt Park.
 - ii. Design and construction of a 10-foot wide sidepath from the western edge of the property along Strathmore Avenue to the existing sidepath. Included in this improvement, is the widening of the pedestrian bridge to achieve acceptable BLTS scores. The locations of bicycle network deficiencies are provided in Figure 11 (Pg. 31) and potential improvements to meet County standards are outlined in Table 8 (Pg. 32).
2. For the portion with deficient right-of-way (ROW) along Strathmore Avenue, MCDOT will work with the applicant, and MDSHA to acquire the necessary ROW. The Applicant will be required to design, permit and construct the necessary 10-foot wide bicycle facility (unless MCDOT determines it cannot be constructed and will then become a 6-foot wide sidewalk) or provide a fee-in-lieu payment for its design, permit and construction, to be determined at site plan. In the event that MCDOT is unable to obtain the right-of-way required for the eastern off-site sidepath extension within 12 months of the acceptance of design, the Applicant must make a payment to MCDOT equal to the cost of the sidepath's design, permit, construction and relocation of utilities, if any (excluding any costs associated with right-of-way acquisition).

Transit System Adequacy

1. Based on the Bus Transit System Adequacy review, shown in Figure 13 (Pg. 36), there are two existing shelters along Strathmore Road, west of the site that lack RTI displays. Therefore, there are no adequate transit facilities under the existing condition per the County standard of two shelters with RTI displays within 1,000 feet beyond the site frontage.
2. We concur with the consultant's recommendation that RTI displays should be provided as an alternative mitigation off-site improvement for the existing bus shelters, or an appropriate fee in lieu. The payment for the RTI display should be made prior to the right-of-way permit. All the work should be completed prior to the final use and occupancy permit for the townhouses. Please contact Mr. Wayne Miller of our Division of Transit Services at 240-777-5836 or at Wayne.Miller2@montgomerycountymd.gov.

Transit System Adequacy

1. An evaluation of vision zero standards included a review of accidents and speed studies. The subject study area does not include any segments identified as High Injury Network segments. We concur with consultant's findings in the report.
2. The consultant identified two completed Vision Zero Spot/intersection Projects within 405 feet of the project site.
3. The consultant concluded that speed study findings indicate that speed management may warrant further review and consideration for potential speed measures by MCDOT along Stillwater Avenue.

LATR Proportionality Guide

1. The off-site improvements cost calculation based on the LATR Proportionality Guide is presented in Table 12 (Pg. 40). As shown in Table 12, the project is required to improve off-site deficiencies approximately \$1,315,890 in costs.
2. We **do not agree** with the applicant's statement that identifies the proposed traffic signal along Strathmore Avenue at the Center Site Driveway as an off-site improvement thus should not be part of the proposed off-site improvements. This traffic signal is considered on-site and is for vehicular access to their site. Since it's for vehicles to get into and out their site it cannot be counted toward the LATR proportionality guide.
3. Clarify in writing to MCDOT and/or MCDPS whether the applicant is proposing to install the improvements depicted in the study or pay a fee-in-lieu prior to issuance of the right-of-way permit. If the applicant decides to pay fee-in-lieu, the fee-in-lieu payment amount must be approved by MCDPS and/or MCDOT and the payment should be made prior to the MCDPS right-of way permit. If the applicant decides on installing the improvements, then all the work should be completed prior to the final use and occupancy permit unless otherwise noted.

Thank you for the opportunity to review this preliminary plan. If you have any questions or comments regarding this letter, please contact me for this project at brenda.pardo@montgomerycountymd.gov or at (240) 777-7170.

Sincerely,

Brenda M. Pardo

Brenda M. Pardo, Engineer III
Development Review Team
Office to Transportation Policy

[SharePoint\teams\DOT\Director's Office\Development Review\Brenda\Preliminary Plan\PP120220160 4910-4920 Strathmore Ave\Letters\120220160-4910-490Strathmore Ave-DOT Preliminary Plan & TIS Letter_12.5.22](#)

cc: Correspondence folder FY 2023

cc-e:	Ian Duke	Vika Maryland, LLC
	Mark Terry	MCDOT DTEO
	Atiq Panjshiri	MCDPS RWPR
	Sam Farhadi	MCDPS RWPR
	Rebecca Torma	MCDOT OTP

September 27, 2022

Tamika Graham
Planner III
Midcounty Planning Division
Montgomery County Planning Department
2425 Reddie Drive, 13th Floor, Wheaton, MD 20902

Dear Ms. Graham:

Thank you for the opportunity to review the Site and Preliminary Plan Applications (No. **820220220** and **120220160**, respectively) for the **4910/ 4920 Strathmore Avenue development**. The Maryland Department of Transportation State Highway Administration (MDOT SHA) has reviewed the plans and we are pleased to respond.

Based on preliminary review, an Access Permit will be required for the improvements in the State's right of way. MDOT SHA recommends approval of the Site and Preliminary Plan Applications; however, reserves the right to provide additional comments as needed once the plan is formally submitted to MDOT SHA for a comprehensive review in the process of acquiring the Access Permit.

If you have any questions or require additional information, please contact Mr. Kwesi Woodroffe at 301-513-7347, by using our toll free number (in Maryland only) at 1-800-749-0737 (x7347), or via email at kwoodroffe@mdot.maryland.gov.

Sincerely,



Derek Gunn, P.E.
for Acting District Engineer, District 3, MDOT SHA

DG/kw

November 88, 2022

Ms. Katie Wagner
Gorove/ Slade Associates, Inc.
1140 Connecticut Avenue NW, Suite 600
Washington, DC, 20036

Dear Ms. Wagner:

Thank you for the opportunity to review the Traffic Impact Study (TIS) prepared by Gorove/ Slade Associates, Inc, dated November 7, 2022, for the (St. Angela Hall– SHA Tracking #21-AP-MO-011-xx) in Montgomery County, Maryland. The State Highway Administration (SHA) review is complete and we are pleased to respond.

- Proposed access to the 10 single-family detached homes, 115 townhomes, and an assisted living facility with a maximum of 150 beds is via three (3) existing curb cuts along Strathmore Avenue (MD 547).
- The following intersections were analyzed under existing, background and future conditions:
 - MD 355 (Rockville Pike) and MD 547 (Strathmore Avenue)
 - MD 547 (Strathmore Avenue) and Stillwater Avenue/ School Driveway
 - MD 547 (Strathmore Avenue) and Center Site Driveway
 - MD 547 (Strathmore Avenue) and East Side Driveway
 - MD 547 (Strathmore Avenue) and Kenilworth Avenue
 - MD 355 (Rockville Pike) and Flanders Avenue/ Wickshire Way
- The report concludes that the study intersections will continue to operate at acceptable levels of service under future conditions.

Based on the information provided, please address the following comments in a point-by-point response:

Travel Forecasting and Analysis Division (TFAD) Comments (By: Scott Holcomb):

TFAD's previous comments have been responded to and we have no further comments on the Supplemental Analyses.

Ms. Wagner
SHA Tracking No.: 21-AP-MO-011-xx
Page 2 of 2
November 28, 2022

Traffic Development & Support Division (TDSD) Comments (By: Yeshitla Argaw):

All our previous comments including comment initially raised by TFAD has been addressed and we do have no further comment.

The SHA concurs with the report findings for this project as currently proposed and will not require the submission of any additional traffic analyses. However, an access permit will be required for all construction within the SHA right of way. Please submit one (1) set of the proposed improvement plans (including a set of hydraulic plans and computations) and all supporting documentation to our online submission page <https://mdotsha.force.com/accesspermit>. Please reference the SHA tracking number on any future submissions. Please keep in mind that you can view the reviewer and project status via SHA Access Management Division web page at <http://www.roads.maryland.gov/pages/amd.aspx>. Please note, if this project has not obtained an SHA access permit and begun construction of the required improvements within five (5) years of this approval, extension of the permit shall be subject to the submission of an updated traffic impact analysis in order for SHA to determine whether the proposed improvements remain valid or if additional improvements will be required of the development. If you have any questions, or require additional information, please contact Mr. Kwesi Woodroffe at 301-513-7347, by using our toll free number (in Maryland only) at 1-800-749-0737 (x7347), or via email at KWoodroffe@mdot.maryland.gov.

Sincerely,



for Derek Gunn,
Acting District Engineer, District 3, SHA

DG/ts

cc: Obianuju Ani, SHA – TDSD
Scott Holcomb, SHA – TFAD
Tamika Graham, Montgomery Planning (tamika.graham@montgomeryplanning.org)
Matt Folden, Montgomery Planning (matthew.folden@montgomeryplanning.org)



DEPARTMENT OF PERMITTING SERVICES

Marc Elrich
County Executive

Mitra Pedoeem
Director

December 2, 2022

Mr. Jason Evans
Vika, Inc.
20251 Century Boulevard, Suite 400
Germantown, MD 20874

Re: **COMBINED STORMWATER MANAGEMENT
CONCEPT/SITE DEVELOPMENT
STORMWATER MANAGEMENT PLAN** for
4910 STRATHMORE AVE KENSINGTON
Preliminary Plan #: 1200220160
SM File #: 288285
Tract Size/Zone: 15.36 ac
Total Concept Area: 13.57 ac
Parcel(s): A
Watershed: Rock Creek

Dear Mr. Evans,

Based on a review by the Department of Permitting Services Review Staff, the stormwater management concept for the above-mentioned site is **acceptable**. The stormwater management concept proposes to meet required stormwater management goals via microbio-retention practices, planter boxes, and a Modular Wetland System.

The following items will need to be addressed during the detailed sediment control/stormwater management plan stage:

1. Required geotechnical testing was not performed during review of the stormwater management concept. Therefore, in this instance, all underdrained in-ground stormwater management practices must include 24-inches of additional stone below the underdrain in order to encourage groundwater recharge wherever it is possible to do so. This storage volume may not be credited toward the required stormwater management treatment volume. This consideration should not be construed as an acceptable alternative to geotechnical testing on other projects.
2. Administrative approval of the stormwater management plan for the purpose of securing storm drain, water, sewer, or other utilities will not be considered.
3. Due to the proximity of stormwater management practices to proposed buildings, foundation to grade permits may not be issued for this project as a part of a rough grading sediment control permit.
4. During the detailed SCP review you will need to show easements for SWM. These easements will include the first run of the storm drain out of the SWM practice to the first manhole in the storm drain system.
5. Surface overflow from one stormwater management practice may not be allowed to connect to the underdrain of another practice. Unfiltered surface water may enter a perforated underdrain system.



2425 Reedy Drive, 7th Floor, Wheaton, Maryland 20902 | 240-777-0311
www.montgomerycountymd.gov/permitting-services

6. A detailed review of the stormwater management computations will occur at the time of detailed plan review.
7. An engineered sediment control plan must be submitted for this development.
8. All filtration media for manufactured best management practices, whether for new development or redevelopment, must consist of MDE approved material.
9. Landscaping in areas located within the stormwater management easement which are shown on the approved Landscape Plan as part of the approved Site Plan are illustrative purpose only and may be changed at the time of detailed plan review of the Sediment Control/Storm Water Management plans by the Montgomery County Department of Permitting Services, Water Resources Section.

This list may not be all-inclusive and may change based on available information at the time.

Payment of a stormwater management contribution in accordance with Section 2 of the Stormwater Management Regulation 4-90 **is not required**.

This letter must appear on the sediment control/stormwater management plan at its initial submittal. The concept approval is based on all stormwater management structures being located outside of the Public Utility Easement, the Public Improvement Easement, and the Public Right of Way unless specifically approved on the concept plan. Any divergence from the information provided to this office; or additional information received during the development process; or a change in an applicable Executive Regulation may constitute grounds to rescind or amend any approval actions taken, and to reevaluate the site for additional or amended stormwater management requirements. If there are subsequent additions or modifications to the development, a separate concept request shall be required.

If you have any questions regarding these actions, please feel free to contact Bill Musico at 240-777-6340.

Sincerely,



Mark Etheridge, Manager
Water Resources Section
Division of Land Development Services

MCE:WJM

cc: N. Braunstein
SM File # 288285

ESD: Required/Provided 44,491 cu.fl./ 44,932 cu.ft.
PE: Target/Achieved: 1.80 inches/ 1.80 inches
STRUCTURAL: 0.00 cf
WAIVED: 0.00 cf.



DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Christopher R. Conklin
Director

October 31, 2022

Ms. Erin E. Girard
Miles & Stockbridge
11 N. Washington Street, Suite 700
Rockville, Maryland 20850-4229

Dear Ms. Girard:

Thank you for your letter of October 27, 2022 regarding the Transportation Demand Management Plan Requirements for the residential care facility proposed at 4910 and 4920 Strathmore Avenue in North Bethesda.

I understand that you have met with the Department's Commuter Services team to discuss the requirements for the project and your request for a reduction in plan level from a Level 3 Results Plan to a Level 1 Basic TDM Plan.

The issues you put forth to support your request, that the project will generate relatively few peak hour trips due to the nature of the vehicular traffic – 21 trips in the AM peak and 28 trips in the PM peak – and the bulk of those consisting primarily of visitors and deliveries, has been considered. I also understand that employee shifts typically are from 7:00 am to 3:00 pm, 3:00 pm - 11:00 pm, and 11:00 pm- 7:00 am, placing a majority of the staff travel outside of the peak commute periods.

After careful consideration, the Department has decided the following:

1. The Project consisting of a 145-bed residential care facility containing both assisted living and memory care units is permitted to proceed with filing a Level 1 Basic TDM Plan.
2. The Level 1 Plan must be approved by the Montgomery County Department of Transportation prior to issuance of the Use and Occupancy permit.

Should you have any questions, please contact James Carlson at (301) 318-0328 or at james.carlson@montgomerycountymd.gov.

Sincerely,

Christopher R. Conklin
Director

Office of the Director

101 Monroe Street, 10th Floor, Rockville, MD 20850 · 240-777-7170 · 240-777-7178 Fax
www.montgomerycountymd.gov/mcdot

montgomerycountymd.gov/311



301-251-4850 TTY